

## S.S. SIBERIA SINKING OFF FORMOSA, FOREIGN SHIPS GO TO HER RESCUE

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at the last moment cancelled their passage to take a liner leaving the port at a later date.

In leaving Honolulu, the Siberia carried 19 cabin passengers with destination at Manila. Among them were George M. Egan, a prominent insular government official; Howard Long, who expected to join the staff of school teachers at Manila; Lieut. V. C. Reyes of the Philippine Constabulary, and Mr. and Mrs. C. O. Whitaker, returning from an extended vacation on the mainland and to take up their duties with the insular government.

For Hongkong, a dozen travelers had been enrolled as through passengers at the time the Siberia sailed from Honolulu. Among the more prominent were N. Gottlieb, a New York tea merchant who has been a regular visitor to Honolulu for the past 28 years. Mr. and Mrs. Bruce D. Ellis of San Francisco were expected to leave the liner at Hongkong.

### SIBERIA AT NAGASAKI WEDNESDAY

The Pacific Mail liner Siberia spent last Wednesday at Nagasaki, the last port of call in Japan. If Captain Adrian Zeeder, the master, followed the regular steaming schedule, the vessel is believed to have sailed for Manila, Philippine Islands, direct at a late hour in the afternoon. Pacific Mail skippers are known to follow a course to the eastward of the island of Formosa in steaming to Manila, the call at Hongkong not being made until the return voyage.

That the Siberia went ashore in a heavy fog or squall that are of frequent occurrence off the east coast of Formosa and in the China sea at this season of the year, is the general belief of shipping and maritime men at this port who are familiar with conditions existing in that part of the Far East.

Captain Adrian Zeeder has grown up in the Pacific Mail service. He has been identified with the navigation and command of steamers for many years. It is said that there are few men in the Pacific who have a better knowledge of the various routes and ports of call than the master of the Siberia.

### PIRATES BENT ON LOOT

If piratical bands now swarm the distressed Pacific Mail liner Siberia, they are bent on loot more than the taking of human life. The fate of the Pacific Mail steamer Asia, which went aground at Five Finger Rocks, 400 miles south of Shanghai, about three years ago, is still fresh in the memory of Honolulu. The Asia plied upon the reef during the early morning. Within a few hours the ship was visited by several hundred Chinese, who, in swift sailing junk, soon found their way over the side of the vessel, then being fast abandoned by its officers and crew.

At this time not a life was lost, the Chinese devoting their entire time to stripping the Asia of everything of value. Their chief desire appeared to be to denude the machinery of its brass and copper fittings. It was stated at the time that many of the passengers were actually assisted to shore by the so-called pirates.

A cargo valued at about \$1,000,000, it is believed, was placed aboard the Siberia before that vessel sailed from San Francisco. Much of the freight was discharged at Yokohama, Kobe and Nagasaki, leaving the Siberia practically empty in proceeding to the Philippines.

### AGENTS RECEIVE EARLY ADVICE

Through the headquarters of the Pacific Mail at San Francisco, H. H. Hunkfield & Company received an early cable concerning the disaster that is reported to have befallen the Siberia. The local representatives were inclined to view with doubt the report that the steamer was wrecked through the efforts of pirates. It is pointed out that the early reports must presumably have come through the Reuter news service, which is alleged at times as very unreliable.

The Siberia was due to return to Honolulu on June 8, had the original schedule been followed.

Speaking of the vessel and its stability to resist complete disaster, it was stated today that it was constructed along lines with 10 complete watertight bulkheads to the upper deck and six to the main deck, making 16 in all and thus rendering the vessel practically unsinkable.

The engine room is also enclosed by separate watertight bulkheads. The Siberia, like its sister ship, the Korea, was built at Newport News and is 572.6 feet in length, 63 feet in breadth, with a depth of 41 feet 10 inches.

Mrs. Gertrude Payne, identified with the faculty of the state normal school at San Jose, Cal., who remained at Honolulu for some months, leaving the city for the far east in the T. K. K. liner Shinyo Maru, is stated today to have been a passenger in the Pacific Mail liner Siberia from Nagasaki. Mrs. Payne was enroute to Manila, the Siberia being the first vessel departing from Japan for the islands.

## THOMAS SQUARE AGAIN ALIVE WITH REAL FAIRIES TO OBSERVE MAY DAY

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wandered here and there, inspecting and commenting. A battery of cameras constantly was trained on the groups of children resting under the trees. In the band stand Kapellmeister Henri Berger instructed his players regarding the special program of school songs and folk-dance selections which he had arranged especially for the occasion. Car after car stopped in front of the park and emitted scores of costumed children. Happy laughter floated across the square from the groups under the trees, gaily accompanying the staccato chatter of little folks. Then the last car arrived and everything was in readiness for the start.

Promptly at 10 o'clock a trumpet call summoned the children into line on the pavement surrounding the square. The children immediately fell into their respective places, the children of each kindergarten being in separate groups. Led by the queen and her attendants, flanked by a vanguard of retainers, the Miller street kindergarten headed the pageant. Miss Mary Lucas' pupils had spared no pains toward making their section both unique and attractive. The queen and her attendants, all wearing violet leis and white robes, trooped majestically ahead, while behind came boys and girls in many costumes. There were Indians and bakers, cowboys and Little Miss Muffets, and little Japanese, Chinese and Korean girls in the quaint robes of the Orient. The bakers were many in number, and the brilliant smiles on their flour-stained faces gave evidence that it was the day of days for them.

A miniature representation of a Honolulu floral parade was the offering made by the pupils of Miss Eola Logan, director of the Fort street kindergarten. Toy wagons, velocipedes and coasters had undergone remarkable changes at the hands of enthusiastic decorators, with the result that many beautiful floats were in evidence. Bunting, streamers, flags and real flowers had been used in profusion. The "floral parade" was, perhaps, the feature of the pageant, although it would be extremely difficult to name the one section which stood out most prominently. Following the parade came little girls dressed as housemaids, while Indians, Japanese and Chinese girls brought up in the rear. The Beretania and Kaula kindergarten pupils were quaintly dressed to represent Indians, cowboys and blacksmiths. A number of tiny Hawaiian girls made excellent Indian squaws with their appropriate costumes, set off by chains of beads and feather head dresses. Then, also, there were Japanese, Chinese and Ko-

rean girls in native costumes.

A horde of postmen, with regulation caps and mail bags, were, in reality, children from the Palama kindergarten. One of the features of this section were nine little boys and girls in costume, representing as many nationalities.

Master Robert Strange, son of Harry Strange of Ad Club and other fame, attracted more attention, perhaps, than any other individual in the pageant. Master Harry was dressed as a pirate, miniature representation of the Ad Club foible. Armed with a huge cutlass, and with one hand constantly clutching the butt of a huge pistol which reposed in his belt, he marched along at the head of the section entered by the Waikiki kindergarten. Miss Sara Pratt, director of this institution, had all of her children in line in costume and, while they were few in number, nevertheless they played their part with the same enthusiasm displayed by the rest of the children. The Kalia kindergarten children were dressed as Indians and carried bows and arrows, looking almost ferocious beneath the gaudy red paint which adorned their faces. Warriors of old were represented by the children of the Muriel kindergarten.

One of the prettiest sections was that of the Castle kindergarten. A group of prettily-gowned little girls led this section, supporting a bower of real flowers. Following them came Indians and cowboys.

The parade wound its way around the square to a lively tune from the Hawaiian band. Upon the completion of the circle, a halt was called and the kindergartens broke ranks and for an hour afterward romped and played about the square. The Indians pitched their wigwags and retired inside to partake of soda water and cakes, but the rest preferred to dance about the bandstand. From beginning to end the celebration was a success, and nothing unpleasant occurred to mar the beauty of the occasion.

To Miss Frances Lawrence, the kindergarten supervisor, is due considerable credit for the excellent manner in which she handled the affair. All the kindergarten teachers were present with their pupils and added the final touches to the plans which have been in the making for the past several weeks. Of the 600 children present there was not one but who conducted herself or himself in a manner which speaks well for the work now being done by the kindergartens of Honolulu.

Following are the names of the directors of the several kindergartens and those who assisted them this morning: Castle—Miss Ermine Cross, director; Miss Sara Lucas, Miss Dorothy Guild, Miss Dorothy Wood, Miss Dor-

## BUCK TO ENTER PATTERSON IS TO WE SPECIALIZE

HAWAIIAN SERVICE

STEAM FOR ALASKA

With a capacity for more than 65,000 barrels of oil, the big new Associated Oil Company tanker Frank H. Buck, just completed at the Union Iron Works, and now in commission as an oil carrier between the Pacific stations and a number of ports, is stated will figure in maintaining the supply in the Hawaiian islands. The vessel is of much larger tonnage than the steamers J. A. Chansior or the W. F. Herrin at present engaged in the business of transporting oil from California to Honolulu and Kahului.

The Frank H. Buck steamed over a series of trial courses recently and is said to have come up in the highest expectations of her builders. Every requirement of the insurance underwriters has been met in this steamer according to the favorable reports received in this city.

The Frank H. Buck is rated as a 14,000-ton steamer. Its construction has now been followed by orders for a vessel of similar design and tonnage to be turned over in the Union Oil Company within a year.

The constant increasing demand for oil at the island ports is said necessitates additional steamers in the service.

It was announced today that the Barneson of the Union Oil Company is expected soon to reach San Francisco on its maiden trip from Newcastle-on-Tyne. The Barneson, named after the president of the company, Captain John Barneson, has a capacity of 65,000 barrels of oil. The big ship is in command of Captain Shoten. The La Habra, chartered by the Union company, is expected to arrive in a couple of months from England. This vessel will also have a carrying capacity of 65,000 barrels, as will the Lompoe, which will be finished in June. The company has eight new tankers off the ways and the total cost of the fleet is in the neighborhood of \$4,000,000.

The Standard Oil Company has also been engaged in carrying large amounts of oil and increasing its fleet of tankers. It is estimated that the present capacity of the Standard fleet can easily be placed at 421,150 barrels. The company has the J. A. Moffatt under construction.

## STEAMER MAUI TO PEARL HARBOR

The initial appearance of an Inter-Island steamer with cargo at Pearl Harbor will follow the return of the Maui from an island port with 6000 tons of sugar, which are destined to be transferred to the big American ship John E. Bue, now at the naval station, where the last of 10,000 tons of builders' sand, and 3600 tons of east coast coal have been discharged.

The John E. Bue, representing the last of a one-time mighty fleet of American windjammers that traded through out the Pacific and the Atlantic, is to take on sugar for New York or Philadelphia.

The Maui is bringing about 10,000 sacks of the product that will serve as ballast and steady the ship while it is being towed to Hilo to receive the remainder of a shipment of 4500 tons of sugar.

It is of more than passing interest to officers and members of the Maui crew to assist in bringing the vessel to the naval station, as it was from Fort Kamehameha that the report of the complete disaster to the Maui was sent forth some weeks ago.

**HAWAIIAN ISLANDS**—Maui Island, northwest shore—Hawea Point light, previously reported extinguished, was relighted April 30, 1914. By order of the commissioner of light-houses, A. E. Arledge, inspector, 19th lighthouse district.

Beginning with this month the Territorial marketing division expects to candle all eggs sent to them for sale. This has been made necessary through the uncertainty of the quality of some of this hen product shipped in. In one or two instances practically a whole shipment has turned out to be bad, and the marketing division management feels that it cannot afford to take chances on the quality of the eggs it sells. The cost of candling will be charged up to the individual shipments, and will probably amount to one or two cents per dozen.

othy Castle, Miss Elizabeth Kopke, Miss Julia Smith, Miss Helen Dow, Miss Pearl Robinson and Miss Marion Chapin.

Miller—Miss Mary Lucas, director; Miss Lucy Norton, Miss Olga Tranquada and Miss Emily Phillips. Fort street—Miss Eola Logan, director; Miss Mary Wong, Miss Ida Logan and Miss En Fung Yap. Beretania—Miss Harriet Lucas, director; Miss Bertha Kopke, Miss Dolla Fennell, Miss Louisa Beck, Miss Adele Avela and Miss Lizzie Meyers. Palama—Miss Glenn Jones, director; Miss Emily Barrett, Miss Mary Young, Miss Leihua Unanahale and Josephine Richards.

Kaula—Miss Mary von Holt, director; Miss Dallas Zablan, Miss Helen Leandro and Miss Mary Daniels.

Kalihi—Mrs. Norma Adams, director; Miss Emily Lewis and Miss Helen McLean. Muriel—Miss Gertrude Brown, Miss Anne Gonsalves, Miss Johanna Mendola and Miss Maggie Rawlins. Waikiki—Miss Sara Pratt.

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### Facts About the Canal

Time required to go through the canal, from ten to twelve hours. Freight will be charged \$1.20 a ton; passengers are free.

American coastwise ships may pass through free of all charges. The canal will save 3000 miles between New York and San Francisco. New York is brought 5000 miles nearer to Valparaiso and the west coast of South America.

Our Atlantic seaports are 1000 miles nearer Australia.

The distance to the Philippine islands is not materially reduced.

Bulk products like wheat, lumber, minerals, wool, hides and wines will get lower freight rates through the canal from Pacific ports.

Eastern machinery, textiles, manufactures and finished products will enjoy cheaper rates to Pacific ports.

Staple products of the south—cotton, iron, coal lumber and ship supplies—will have similar advantage to the Orient and Pacific ports.

Immigration will be deflected in large numbers from New York to Pacific ports.

The cost of operating the canal will exceed \$4,000,000 annually.

About 25,000 persons will be required.

To pay interest on the investment and operating expenses approximately \$15,000,000 revenue per annum will be needed.

Traffic experts estimate that for the first few years the average annual tonnage will be 10,000,000, not enough at the \$1.20 rate to make the canal self supporting.

The rates charged vessels are the same as those at Suez.

The government will monopolize the business of supplying coal and provisions and operating repair facilities.

Great drydocks, wharves, warehouses, repair shops and other facilities to cost \$20,000,000 are under construction.

All permanent buildings will be of the Italian Renaissance style of architecture. The route of the canal will be beautified with trees, etc.

Storage for 450,000 tons of coal, maximum capacity, is provided. Oil, 160,000 barrels.

Monster 270-ton floating cranes will handle wrecks or accidents in the canal or locks.

War ships of all nations may pass through the canal, but cannot linger more than twenty-four hours at either end in time of war.

The Interstate Commerce Commission has jurisdiction over canal traffic.—William R. Scott in Leslie's.

### A Unique Craft

A steamship of uncommon interest was launched at Sunderland. She is to be employed in the transportation of oil, and her power will be derived from that which she carries. At the launching ceremony the vessel was christened the Teutonia. The Teutonia, which is 339 feet in length, with a breadth of over 50 feet, is divided into 14 compartments, and is provided with two cofferdams, to enable three grades of oil to be carried. This boat will be used to convey "Shell" fuel oil to the United Kingdom from the East. The tanks are of the regulation size, and comply in every respect with the Suez Canal requirements. The engines and boilers have been built by Messrs. Dickinson, the former being the latest, triple-expansion type, and a speed of 11 knots an hour can be maintained when the vessel is fully loaded. The boilers are fitted for burning oil fuel. All the latest auxiliary machinery has been installed, and the cargo weight is 675 tons, which can be discharged at the rate of 500 tons per hour. In the accommodation for both officers and men the newest ideas have been incorporated.

### Pretest at Tonnox Tax

Japanese steamship owners have combined in making a representation to the government on the subject of the imposition of tonnage dues on vessels registered at Dairen. It appears that the government proposes to make the tax 30 sen per ton gross. One shipowners' union has asked for it to be reduced to 15 sen per net ton, while another group has suggested that if a tax must be imposed at all it should be 30 sen per net ton instead of gross ton.

## HE LOST HIS GRIP

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The Panama-Pacific International exposition from Sept. 20 to 25, 1915, will be the meeting place of the largest body of distinguished engineers ever assembled in one place and Colonel George W. Goethals will preside over the first international engineering congress. As Colonel Goethals will be the hero of the achievement which the exposition is to commemorate this meeting will be one of the most important of the problems that will be held in San Francisco in the time of the exposition.